

# Safe Waters

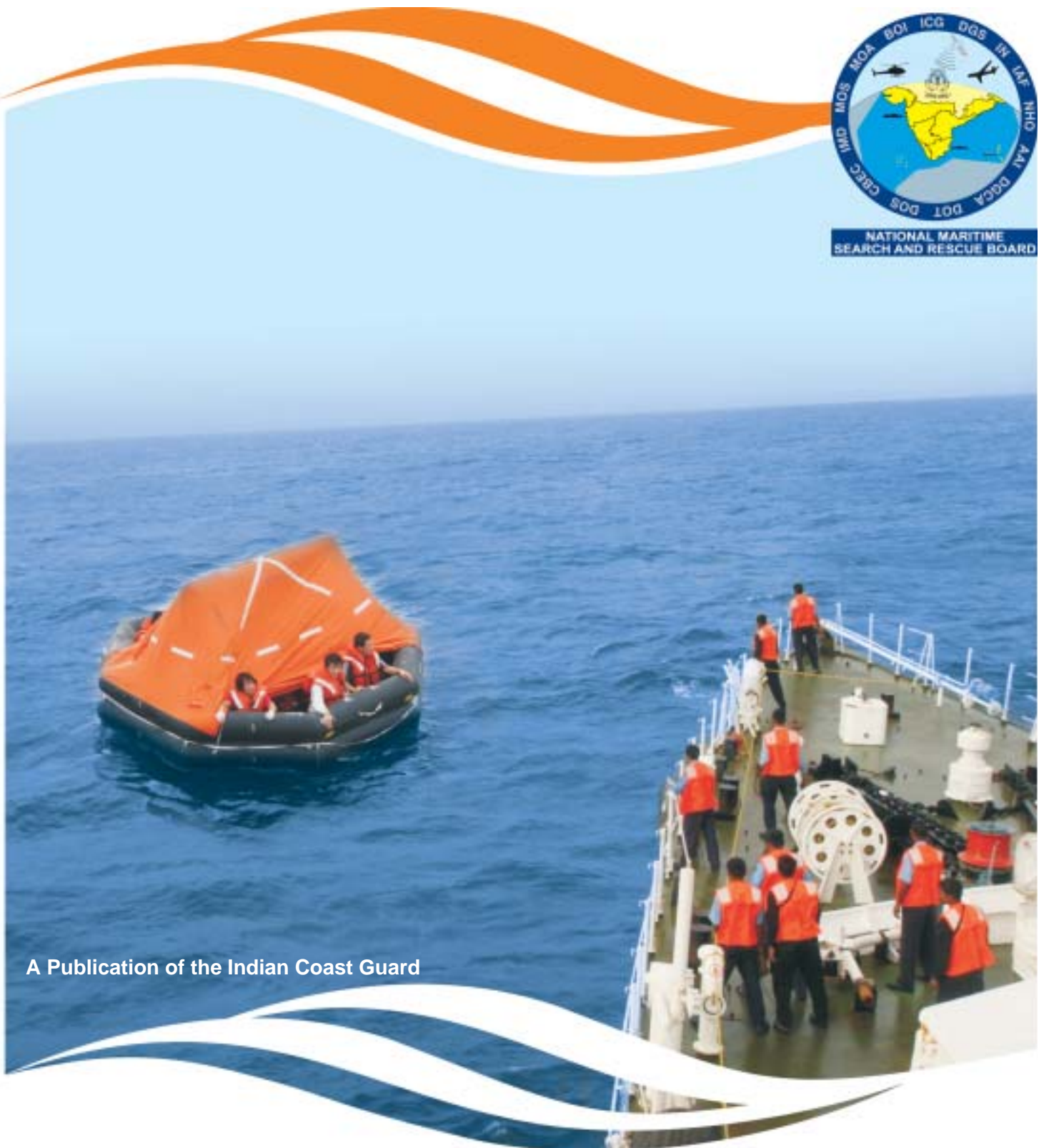
NEWSLETTER

On Maritime Safety and Security

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## From the Desk of The Chairman National Maritime Search & Rescue Board



The maritime safety continuum persists to present new challenges before us. Despite the advancements made in ship technology, monitoring systems, distress relay and reception systems, seafaring remains a challenging and sometimes dangerous proposition. In addition to the accidents, which do occasionally occur, natural calamities add to the complications of operating at sea.

The establishment of a comprehensive and effective system for maritime search and rescue, has always been an important objective for the entire maritime community in general, and for the Indian Coast Guard in particular, as it is the primary agency responsible for M-SAR in the Indian Search and Rescue Region. The concerted efforts of the ICG during the past year resulted in saving of 324 precious lives at sea by coordinating 101 missions.

The coordination and revalidation of established procedures for M-SAR forms a very important aspect of an effective SAR regime. In order to revalidate the existing procedures, a National Level Search and Rescue Exercise was conducted at Chennai on 26-27 Mar 10. It was indeed very encouraging to notice the synergy amongst all the resource agencies during the exercise. I am sure that lessons learnt and the best practises evolved will be incorporated, to make the M-SAR response comprehensive and more effective.

The maritime security situation off the Somalia coast continues to pose a challenge for safe and secure maritime commercial activities. The recent spurt in incidents of hijacking of Indian sailing vessels (*Dhows*) is an area of concern. This calls for exercising of caution on the part of ship owners/sailing vessel operators, by avoiding passage through the area, in consonance with the advisories issued by the DG Shipping.

A significant development in the field of maritime security, is the adoption of the 'Djibouti Code of Conduct' (DCoC) which is the first regional agreement between Arab and African countries to counter acts of piracy against ships in the Gulf of Aden, the Red Sea and the Western Indian Ocean. The code has been modelled on the basis of Regional Cooperation Agreement to Combat Piracy & Armed Robbery Against Ships in Asia (ReCAAP), to which India is also a signatory.

At present DCoC has been signed by 13 regional countries. In addition to the code, the International Maritime Organisation (IMO) has also established an *ad hoc* trust fund (The "IMO Djibouti Code of Conduct Trust Fund"), to support the technical cooperation and capacity-building programmes of IMO directed towards the repression of piracy and armed robbery against ships in waters off the coast of Somalia. I am certain that with active participation of the governments of the East African and Arab countries for repression of piracy and armed robbery at sea, the situation in the waters off the coast of Somalia will improve over a period of time.

VAYAM RAKSHAMAH

New Delhi  
30 Apr 10

(Anil Chopra)  
Vice Admiral  
Chairman

National Maritime Search & Rescue Board



During the year 2009, total of 324 lives were saved at sea by conducting 101 missions with close coordination with all resource agencies. The search and rescue missions undertaken and the lives saved during emergencies at sea stand testimony to the concerted efforts of ICG with appreciable support of all resource agencies in the last six months.

The process for revalidation of procedures of M-SAR was undertaken during the National Level Search and Rescue Exercise conducted at Chennai on 26-27 Mar 10. The successful conduct of SRAEX-10 revalidated our Maritime SAR Capabilities. Further, through these columns, I request all NMSAR Board members to spare their valuable time to participate in the 9<sup>th</sup> NMSAR Board meeting. I express my deepest gratitude to all the resource agencies for whole hearted support being extended for the success of SAREX-2010 and I am confident that the cooperation will continue to be extended.

  
B Ranjan  
Commandant (JG)  
Dy Director (SAR)

### CONTENTS

SAR News	... 3
Medical Evacuation	... 11
National Maritime Search and Rescue Exercise-2010 (SAREX-10)	... 13
The Djibouti Code of Conduct	... 14
Piracy and Armed Robbery Against Ships in Waters off the Coast of Somalia – Trust Fund to Support the Repression of Piracy	... 15

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# SAR NEWS

## Sinking of Dhow Dhananjay off Okha

Indian Coast Guard Maritime Rescue Coordination Sub Center Porbandar received an information from Fisheries Association, Porbandar regarding sinking of dhow Dhananjay in position 58 n miles West of Okha light at 0325 hrs on 17 Dec 09.

Coordinating the rescue operation, MRCC Mumbai immediately promulgated an International SafetyNet message to mariners transiting through area to keep sharp lookout and render assistance. Simultaneously, on receipt of information as coordinated search operation ICGS Samrat in area was diverted at 0342 hrs to render assistance. ICGS Meera Behn was also sailed from Okha immediately.

MV Annemieke, transiting in area, promptly responded to International SafetyNet message and was requested to proceed to area for rescue. At about 0815 hrs on 17 Dec 09, all 13 crew were rescued by MV Annemieke in position 60 n miles west of Dwarka Lt.

ICGS Meera Behn R/Ved MV Annemieke at 1020 hrs and rescued crew of Dhow Dhananjay were taken onboard at 1126 hrs on 17 Dec 09. ICGS Meera Behn along with 13 rescued crew is entered Porbandar 1900 hrs on 17 Dec 09.



*“Rescue of crew ex sunken Dhow Dhananjay off Okha”*

## Drifting of MSV Raj Rajeshwari

On 22 Dec 09, at about 0321 hrs, Maritime Rescue Coordination Sub Centre, Porbandar received a message from M/s Arjanbhai Govindji & Co, Porbandar that Dhow MSV Raj Rajeshwari was in distress in position 24 deg 51 Min North 064 deg 58 Min east (between Karachi to Omara) due to engine failure. The Vessel was on her passage from Mundra (India) to Sharjah (UAE). MRCC Mumbai requested MRCC Karachi to assume SAR coordination as the position was in their Search and Rescue Region (SRR). MRCC Karachi informed that the Dhow MSV Raj Rajeshwari has been located and enquired if any assistance needed. However, the vessel had reported that no assistance is required.

## SAR Assistance to Stranded Tug Ocean Flourite

On PM 31 Dec 09, MRCC (Chennai) received information from Singapore Port Operations Control Centre regarding stranding of Tug Ocean Flourite (Tug Boat) along with barge CPC 2503 on passage from Abu Dhabi to Colombo in position 47 n miles West Cape Comorin Lt since 29 Dec 09 and no communication with the vessel on satellite phone / SSB radio and requested Indian Coast Guard to locate and assist the Tug and barge.

On receipt of the information, MRCC (Chennai) transmitted an International Safety Net message for the mariners transiting through area to keep sharp look out and render assistance. ICGS Ahalyabai operating in area was diverted at 0900 hrs on 01 Jan 10 and carried out extensive search around the reported position. Coast Guard Dornier from Chennai was tasked at 1300 hrs on 01 Jan 10. Further, Coast Guard Dornier ex Chennai again tasked at 1100 hrs on 02 Jan 10 located the Tug in position 120 n miles South West of Cape Comorian Lt.

The investigation revealed that the tug encountered engine problem on 28 Dec 09 at 1800



*"Assistance to locate Tug Boat Ocean Flourite"*

hrs was and adrift since 29 Dec 09 after losing STBD anchor whilst at anchorage view heavy sea conditions. The engine was rectified at 0400 hrs on 02 Jan 2010 and no further assistance was required.

On 02 Jan 10 at about 1144 hrs, Singapore Port Operations Control Centre intimated by e-mail that the Tug was provided assistance by Bunker Barge MT Laxapana, which was arranged by the agent, and confirmed that the Tug is heading to Colombo port.

## Inmarsat 'C' Distress Alert from Al Aqeela II

On AM 02 Jan 10, MRCC (Mumbai) received a fax message from RCC Australia regarding receipt of INMARSAT 'C' distress alert from the vessel in position 7.5 n miles East of Bhavnagar Port Lt and requested to coordinate the SAR mission. RCC Australia also intimated that the INMARSAT 'C' message was transmitted to the distressed vessel, however, no reply was received from the distressed vessel. MRCC (Mumbai) contacted Mr Mehul Mehta, Shipping agent of Al-Aqeela II and ascertained that the vessel was anchored off Bhavnagar and had completed all formalities for ship breaking at Alang. The vessel was awaiting instructions for beaching from the owner.

Meanwhile, the vessels main engine compressor became non-operational on 31 Dec 09 and both anchors parted off in the morning hours of 02 Jan 10. The vessel drifted towards shallow water and got



*"Assistance to MV Ageela-II at Alang Anchorage"*

grounded and listed by 5 to 8 degrees. All necessary assistance were provided/ arranged by the owner and intimated that no assistance from CG is required. On 03 Jan 10, agent of MV Al-Aqeela II informed that the vessel was refloated at 0340 hrs. The vessel beached at Alang PM 03 Jan 10 and all crew were reported to be safe.

#### SAR Assistance to Capsized Boat off Kolaghat

On 03 Jan 10 at about 1815 hrs, District Headquarters No.08 received an information from Sub Divisional Police Officer, Kolaghat regarding capsizing of passenger boat near Kolaghat carrying 29 passenger while transiting in inland waters. On receipt of information diving team was deployed to render assistance from 03-10 Jan 2010 along with diving teams from Port Trust, BSF and Police who were also engaged in search and rescue operations.



*"Diving Assistance to capsized ferry off Kolaghat"*

Indian Coast Guard ACV ex- Haldia was deployed to augment search and rescue efforts from 04-10 Jan 10. Diving efforts continued till 1600 hrs on 10 Jan 10. During the diving operation, only two bodies were recovered by local administration. The rescue operation was terminated 10 Jan 10.

#### Assistance to Man Overboard MV Nancowry

At about 1615 hrs on 06 Jan 10, Coast Guard Maritime Rescue Coordination Centre Chennai received an Inmarsat message from Master MV Nancowry informing about Man Overboard from the ship in position 198 Nautical miles East of Chennai. Master informed that man overboard was seen last at 1232 hrs on 06 Jan 10.

On receipt of information, International SafetyNet message was promulgated, for vessels transiting through area to keep sharp lookout and render assistance. MV Nancowry was directed to remain in area and continue the search for Man Overboard. At 1720 hrs on 06 Jan 10, MV Maharishi Devatreya and on 07 Jan 10, MT LN Karam Singh PVC in area responded to International SafetyNet message. Both the vessels were directed to keep sharp look out and render assistance to man overboard.

Co-ordinated Search was conducted 45 NM around the datum by CG Dornier on 07 Jan and 08 Jan 10. At about 1100 hrs on 07 Jan 10 MV Nancowry was relieved from search by MRCC



*"Search for Manover Board MV Nancowry"*



Chennai and advised to resume planned voyage as their were 440 passengers onboard.

### Manover Board Incident – MV Malaviya-18

On 26 Jan 10, MRCC Mumbai received an Inmarsat-C distress alert from Master MV Malaviya-18 regarding man overboard in position 48 nautical miles South of Jafrabad, Gujarat at 0327 hrs on 26 Jan 10 and was searching for man overboard in area. The same distress was also relayed by USCG, RCC Norfolk.

On receipt of information, MRCC Mumbai promulgated an International SafetyNet message to the mariners transiting through area to render assistance and ICGS Samar operating in area was also diverted to render assistance at 1045 hrs on 26 Jan 10. CG Dornier ex Daman was launched for aerial search at 1350 – 1850 hrs on and reported sighting of nil survivors. The merchant vessels MV Banga Rayasatu, MV Great Ship Aarti, MV Antartic, MV Wester Moor and MV Crest Radiant responded to the ISN and joined for coordinated search.

MV Malaviya-18 & other merchant vessels continued search for man overboard till 1900 hrs on 27 Jan 10. However, no survivor / body was sighted in the area and search for man overboard was terminated at 1900 hrs on 27 Jan 10.



*“Assistance to Manover Board MV Malaviya-18”*

### Rescue of Fishing Dinghy - Siva

On 27 Jan 10, Indian Coast Guard Interceptor boat-140 while on patrol off Diglipur located one fishing dingy Siva, Registration number ANB MN 497 drifting due to machinery breakdown along with 04 crew on board. The dingy had departed Diglipur at 0600 hrs on 22 Jan 10 for fishing and was adrift since 0800 hrs on 27 Jan 10. ICG C-140 approached the distressed dingy and took the boat, under tow. The ICG interceptor boat along with rescued dingy entered Diglipur at 1245 hrs on 27 Jan 10. All crew were handed over to local fisheries authorities .

### Adrift Fishing Vessel Akash off Agatti

On 02 Feb, Coast Guard DHQ-4 received an e-mail from the master of Danish container vessel Albert Maersk regarding drifting of fishing vessel FV Akash with 09 crew, in position 50 NM west/south west of Agatti Island. At about 0700 hrs on 03 Feb C-144 was deployed from Kavaratti for M-SAR assistance. Coast Guard Dornier Ex 747 Sqn, Kochi was tasked at 0900 hrs on 03 Feb for air sea coordinated search.

Coast Guard dornier located the adrift vessel in position 56 NM west south west of Agatti light and Coast Guard C-144 was vectored accordingly. Coast Guard C-144 R/V the drifting vessel and investigated. The investigation revealed that the fishing vessel had a mechanical failure on the main engine and was towed back to safety by ICGS C-144 to Kavaratti. All



*“Assistance to FB Akash sighted by MV Albert Maersk”*

the nine crew along with boat was handed over to local administration 04 Feb 10.

### [SAR Assistance to over due MSV Daria Bahadur at Amini](#)

On 05 Feb 10, ICGS Kavaratti (Lakshadweep and Minicoy Islands) received an information from Mr. Faizal, Charterer of the vessel regarding non-arrival of Mangalore registered MSV Daria Bahadur along with 07 crew on scheduled time. It was intimated that the vessel was overdue since 1900 hrs on 04 Feb 10. The vessel left Mangalore on 03 Feb 10 and was carrying cargo of 130 Tonnes of Blue Metals. Dhow was expected to reach Amini on 04 Feb 10. At 1930 hrs the dhow has last communication with Kiltan tower and reported 40 n miles from Kiltan.

On receipt of the information, CG Dornier ex Kochi was launched AM 05 Feb 10 and the Dhow MSV Daria Bahadur was located in position 62 n miles of Androth Island. Master informed that steering wheel of the vessel was defective because of broken chain. The chain was replaced with rope as a temporary measure. Thereafter the dhow was vectored towards Androth island by CG Dor and vital communication link was provided between dhow and port control Androth by Coast Guard Dornier. Androth port control assured availability of necessary assistance to the distress vessel on arrival. On 06 Feb 10, Vessel owner and Androth port control tower intimated that safe arrival of MSV Daria Bahadur at 0155 hrs.



*"SAR Assistance to over due MSV Daria Bahadur"*

### [Flooding onboard Sailing Yacht \(SY\) Truest Passion](#)

At about 1805 hrs, on 06 Feb 10, MRCC Port Blair received a telephonic call from Mr Khan, the proprietor of Blue Planet Resort, Long Island stating that flooding was reported onboard Sailing Yacht Truest Passion in position 36 nautical miles north west of Port Blair (Off Outram Island). The yacht had requested for immediate assistance.



*"Assistance to Sailing Yacht Truest Passion"*

On receipt of the information, at about 1820 hrs on 06 Feb, MRCC Port Blair diverted sailing yacht Vivace-II, which was operating in proximity of Long Island and two more yacht (SY Nimbus and SY Sea Bunny) operating in the area were also diverted to render assistance. Simultaneously, SHO Havelock was also requested for rendering assistance to the distressed yacht.

At about 2000 hrs, the Sailing Yacht Sea Bunny arrived to assist the distressed Yacht and informed that, the crew of SY Truest Passion were safe and the Yacht is grounded (touched ground) on reef. Police boat MV White Water arrived in area at 0700 hrs on 07 Feb 10. SHO, Havelock confirmed that all the four crew including two passengers were safe and de-flooding was carried out.

Post De-flooding police boat MV White Water connected tow and reached Havelock at 1355 hrs on 07 Feb 10. Yacht Truest Passion alongwith 04 crew

onboard anchored off Lacam Harbour, Havelock at 1400 hrs 07 Feb 10. Subsequently, MRCC Port Blair established communication with master of sailing yacht and ascertained that the craft with crew was safe.

### SAR Assistance to Adrift FB Periyamayaki and Fatimata

Coast Guard District Headquarters No.4 (Kerala) received an information from the master of MT Quds about sighting of two fishing boats with 10 crew each, adrift in position 108 nautical miles west off Kochi. Fishing boat "Periyamayaki" while towing another boat "Fatimata" developed engine problem since 1750 hrs on 06 Feb 2010 and both boats were reported to be adrift.

ICGS Savitribai Phule on patrol in area was diverted for providing SAR assistance. The ship arrived in the area at 0015 hrs on 07 Feb 10 and located the drifting fishing boats in position 120 nautical miles West of Kochi. Technical team was embarked to rectify the engine of the boats. However, as the efforts were not successful, the boats were taken under tow. ICGS Savitribai Phule along with rescued boats arrived at Beypore at 1815 hrs on 07 Feb 2010. Both rescued boat and all 20 crew were handed over to Marine Police.

### Sinking of Fishing Boat Shiv Lahiri - off Porbandar

On 11 Feb, at about 0930 hrs, Porbandar Fisherman Association intimated to Coast Guard District Headquarters No.1 that, one fishing boat 'Shiv Lahiri' had sunk in approximate position 250 Porbandar LT 26 NM. Maritime Rescue Sub Center Porbandar tasked ICG C-146 from Porbandar, at 1030 hrs, on 11 Feb 10, with medical team embarked. ICGS C-146 arrived in the area at 1130 hrs and embarked four rescued fishermen in critical condition. The medical team on board stabilized the rescued crews and provided them first aid. The dead body of the one fisherman was recovered by another fishing

boat operating in proximity.

C-146 and twelve fishing boats which were operating in the area carried out search for the missing person. Subsequently, it was ascertained that the body of the other missing crew was recovered by another fishing boat "Mosh Gandha" while the search was in progress. ICGS C-146 with survivors and one deceased fishermen arrived Porbandar Harbour at 1315 hrs. The survivor and the body of one crew was handed over to local fisheries authorities, while Fishing boat Mosh Gandha reached Porbandar PM 11 Feb 10, with the recovered dead body of another crew.

### Assistance to over due Dhow Al Safraj

At about 1500 hrs, on 12 Feb 10, Maritime Rescue Sub Centre Kochi received an information from Mr. Kasim, the charterer of MSV Al-Safraj, VDI 1343 which was bound for Androth and over due, since 1600 hrs on 11 Feb 10. The vessel was carrying 95 MT Blue Metals and 15 Nos Live Stock from Beypore.

On receipt of information, in coordination with Indian Navy, a Naval Dornier IN 226 ex 550 SQN was launched, at 1640 hrs, on 12 Feb 10, to search and locate the over due vessel. The M/R aircraft located the vessel in position 31 nm South East of Androth Island Light at 1900 hrs. The Dornier established communication with the vessel and confirmed that the vessel had machinery breakdown and required assistance. Naval Dornier diverted MV Tenyo in area to monitor the disabled vessel.

ICGS Samar on EEZ patrol in area, was also reported by the naval Dornier, with ETA at datum as 0800 hrs, on 13 Feb 10. Further, Mr. Kasim, charter of MSV Al-Safraj, informed that, Androth Port Control had dispatched Tug Kiltan at 2010 hrs, on 12 Feb 10, for towing assistance. ICGS Samar arrived in area, at 0855 hrs on 13 Feb 10 and established communication with the Tug Kiltan. The



CG Ship commenced search for the distress vessel, as she was not sighted in area.

Meanwhile, MV Kavaratti transiting in the area intimated the sighting of distress vessel, in position 05 NM East, of Kalpeni Island, at 0903 hrs, on 13 Feb 10. At about 1140 hrs, Kalpeni Control confirmed that, distress vessel was under tow by local fishing boats Motiar and Neelima, arranged locally. Subsequently, MSV Al Safraj was towed to safety and moored at Kalpeni Mooring Buoy at 1320 hrs on 13 Feb 10.

#### Adrift Fishing Vessel Animol off New Mangalore

On 18 Feb, Coast Guard District Headquarters No.4 received information from AD Fisheries, Nagercoil that, one fishing boat 'Animol' along with 07 crew was stranded, since last six days, due to engine failure. The District Headquarters No.4 (Kochi) had requested District Headquarters No.3 (New Mangalore) to provide assistance to fishing boat as the reported position was off New Mangalore. Coast Guard District Headquarters No.3 Contacted owner of the boat and ascertained that, boat is drifting due to mechanical defect and not in distress. The weather and sea conditions in area was favourable for fishing boats operations. In addition there were more than 300 fishing boats of same association, operating in vicinity.

Simultaneously, Coastal Security Police, Customs and New Mangalore Port were informed to keep sharp look out and render necessary assistance to the drifting fishing boat, if required. An International Safety Net message to mariners transiting through area was also activated by Maritime Rescue Coordination Center, Mumbai at 2204 hrs, on 18 Feb 10, to keeping sharp look out and render assistance.

Coast Guard Dornier sortie from 747 Sqn (CG), Kochi was also carried out at 1600 hrs, on 19 Feb 10, for search. Further, Communication was established with all fishing associations at

New Mangalore, Talpady, Manjeshwar, Kumbbla, Kasaragod, Bekal, Hosdurg, Ahzeekal, Tellichery and Badagara. Associations were requested to provide assistance to the drifting boat, in coordination with Coast Guard District Headquarters No.3. It was ascertained from the owner of the boat and fisheries association, New Mangalore that, the fishing boat 'Animol' was rescued by another fishing boat and towed to safety, at Old Mangalore Port on 19 Feb 10.

#### SAR for Missing Crew and Life Boats Adrift off TPP Platform

On 19 Feb 10, MRCC Mumbai, received an information from FODAG, regarding sighting of six empty and one manned life boat with three crew, adrift at sea, for last three days, near Tapti oil platform. MRCC Mumbai contacted OSV Swiwar Challenger, anchored in position 46 nautical miles West of Daman, where recovered 01 Life boat along with 03 crew on PM 19 Feb 10. ICGS C-146 was sailed on PM 19 Feb 10, from Porbandar, urgently to render assistance to survivors. ICGS C-146 arrived in area, at 0600 hrs, on 20 Feb 10 and embarked 03 survivors, which were rescued by OSV Swiwar Challenger. On investigation, the crew intimated that, a total of 10 boats with five crew were on passage from Bhavnagar to Surat. Out of ten boats, two were fitted with engines and the owner intended to transport 04 boats to Surat and six boats to Chiplun, Ratnagiri, under tow by sea. The life boats got drifted, due to parting of tow rope and breakdown of propulsion system of towing boat.

ICGS C-146 carried out search for the other two survivors and remaining life boats. ICG Dornier was also tasked from Daman, on AM 20 Feb 10 for locating the missing crew.

ICGS Samrat was diverted to carry out search and rescue operation for the remaining crew and life

boats. ICG Dornier on task, located 05 life boats with one crew onboard, in position 42 n miles South East of Pipavav Light. ICG Dornier vectored, OSV Swiwar Challenger to proceed for assistance and continued search for the remaining 04 boats. OSV Swiwar Challenger reported that, the crew were not amongst the survivors but were disembarked by MFB AL-Faize Raja who had sighted the boats in vicinity.

Further, it was ascertained from owner that, two hired fishing boats were deployed for recovery of balance life boats from Tapti oil platform. At about 1430 hrs, CG Dornier, located two life boats with one crew and directed OSV Swiwar Challenger to recover the boats and crew. Simultaneously, owner of life boat intimated that 02 boats along with 02 crew arrived safely at Bothada Bandar. The crew of 05 life boats were adrift without food/water for nearly 03 days at sea. All the 10 boats and 05 crew, were rescued to safety.

#### Assistance to FB Mochanam

Indian Coast Guard Headquarters received an telephone call from Master of MV Nele Maersk regarding interception of VHF distress call from unidentified vessel with 11 crew onboard in position 51 nautical miles East of Goa at 0615 hrs on 25 Feb 2010. Information was passed to Maritime Rescue Coordination Centre Mumbai for coordination. MRSC Goa was also informed simultaneously. MRCC Mumbai diverted MV Nele Maersk and OEL Victory in the area to render assistance. MV OEL Victory intimated that at about 0745 hrs, the ship reached area and sighted fishing boat Mochanam. The boat was flooding and had 11 fishermen onboard. The Coast Guard Ship C-133 was deployed to R/V MV OEL Victory to receive the survivors. At 1230 hrs, all the 11 survivors were recovered and handed over to local agent.

#### Fire onboard MV Maersk Miami

Coast Guard Headquarters received intimation from MV Sanmar Sonnet regarding fire onboard MV Maersk Miami in position 263 Aguada Light 43 nm at 2010 hrs on 26 Mar 2010. MRCC Mumbai and MRSC Goa were requested to coordinate the maritime distress.



*“MV Maersk Miami while on her voyage”*

MRCC Mumbai promulgated an International SafetyNet (ISN) message to mariners transiting through area to render assistance. Simultaneously, Coast Guard Ship C-133 and Indian Naval Ship T-82 was sailed for Maritime SAR assistance at 2050 hrs on 26 Mar 10.

ICGS Samrat was also diverted to render assistance at 2101 hrs on 26 Mar 10. Three merchant vessels MV Charmis, MV Aranda Colossus, MV Sanmar Sonnet responded to International SafetyNet message. Meanwhile constant communication was maintained with Master of MV Aranda Colossus and MV Sanmar Sonnet for smooth co-ordination. The vessels intimated that the distress vessels engine room had caught fire.

At about 2315 hrs, MV Aranda Colossus intimated that the distress vessel's engine room had been isolated and major fire fighting system (Carbon-di-oxide) was activated and all crew (23 personnel)

## MV Tarapore

At 1420 hrs on 09 Nov 09 Maritime Rescue Coordination Centre Mumbai had received a message from Master of MV Tarapore regarding medical emergency on board in position Off Vizhinjam. ICGS Vizhinjam liaised with the local agent and Marine enforcement wing for coordinating the Medical Evacuation. At 1630 hrs on 09 Nov 09 the patient Mr. SK Pradhan Age 27 yrs was evacuated with the assistance of Marine enforcement wing boat from Vizhinjam anchorage and shifted to Ananthapuri Hospital at Trivandrum under escort of local agent. The evacuated patient was reported to be stable.

## MV Admire Coral

On 22 Dec 09, at about 0800 hrs, Maritime Rescue Coordination Sub Centre Haldia received a telephone call from Manager (Marine Operations), Haldia Dock Complex intimated that MV Admire Coral is requesting for medical evacuation of Chief Officer Mr. Arroyo Romeo, Age 66, Filipino national, who was suffering from high fever and breathlessness onboard.

On receipt of information, Indian Coast Guard Ship Sucheta Kriplani which was on patrol in area was diverted to render assistance. It was informed that the Condition of Patient was reported to be serious. The patient was unconscious/ not breathing and vitals signs were not traceable. Subsequently, M/S B Ghose & Co Pvt Ltd, Kolkata intimated that patient is reportedly dead and body is being handed over to the CG Ship.

CGS Sucheta Kriplani R/V merchant vessel at 1057 hrs and embarked the body of Chief Officer along with one attendant in position 10 n miles south of Sagar Island. ICGS Sucheta Kriplani returned Haldia at 1400 hrs and the body was handed over to M/s B Ghose and Co Pvt Ltd. Kolkata at 1615 hrs for further formalities. The body was then shifted to BC Roy



*"Damaged accommodation area of MV Maersk Miami"*

have taken shelter on forward peak (forward area) of the vessel and the vessel requires assistance of boundary cooling. Meanwhile, Indian Naval Ship Dunagiri with Vindiyagiri in company was also diverted to render assistance at 2319 hrs on 26 Mar 10. Indian Naval Ships and Coast Guard Ship reached area at 0100 hrs and 0330 hrs on 28 Mar 10 respectively.

Merchant ships were relieved from M-SAR duties at 0300 hrs on 27 Mar 10. ICGS Samrat reached area at 0735 hrs on 27 Mar 10 and assumed duties of On Scene Commander (OSC). The three Naval Ships were relieved and proceeded as directed by Naval Authorities. ICGS Samrat started boundary cooling of the distressed vessel. ICGS C-133 was used as support vessel between Goa and datum. MRCC Mumbai intimated that the owner of the distress vessel had diverted two sister ships MV Maersk Dauphin and MV Nedloyd Africa which have reached to provide assistance for crew evacuation. Eighteen crew members of MV Maersk Miami were transferred to MV Maersk Dauphin and the vessel departed for Colombo (Sri Lanka). Remaining 05 crew members embarked MV Nedloyd Africa and waited in the vicinity of MV Maersk Miami till the arrival of salvage tug.





#### *"Evacuation of Medically ill Patient from MV Admire Coral"*

Hospital and doctors declared the individual, as brought dead.

#### Dhow Bhagyoday

At 0035 hrs on 21 Jan 10 owner of the Dhow Bhagyoday reported on telephone to Maritime Rescue Coordination Centre Mumbai that the Master of Indian Dhow require medical assistance. The Dhow was operating off Haji Bandar, Near Colaba, Mumbai. MRCC(Mumbai) coordinated the evacuation of the Master and the Master was evacuated immediately by Coastal Security Police Boat, Kaveri. He was taken to Saint George Hospital, Mumbai. The Master passed away while he was being treated at Saint George Hospital.

#### MV Sea Lion

Master of the Panamanian registered vessel MV Sea Lion, intimated Coast Guard Headquarters regarding medical emergency onboard and requested Coast Guard assistance for evacuation of one crew, who had fractured his leg onboard. On receipt of information, communication was established with the vessel and the vessel was directed to close in coast towards Vizhinjam (Kerala) for medical evacuation. Indian Coast Guard ship C-134 sailed from Vizhinjam at 1445 hrs on 05 Feb 10. The patient was evacuated at 1700 hrs on 05 Feb 10 and was shifted to Medical College Hospital, Thiruvananthapuram. The condition of the patient was stable. The evacuated British National was handed over to

deputed local shipping agent Shri Krishnakumar who arrived Thiruvananthapuram ex Kochi PM 05 Feb 10.

#### MT Norlake

On 04 Mar 10, at about 1530 hrs, MRCC Mumbai received a request from M/s Trans Impex Private Ltd for medical evacuation of one crew who had injured his eye during cleaning of tank, in position 139 nautical miles west of Mumbai.

On receipt of the information, MRCC Mumbai directed the vessel to proceed towards Mumbai with maximum speed. At about 2100 hrs, local agent telephonically intimated that the vessel is proceeding to Ratnagiri. The patient was evacuated AM 05 Mar 10 and admitted to civil hospital at Ratnagiri.

#### MV Morning Glory-VII

MRCC Mumbai received a request from M/s Benline Agencies, Chennai for medical evacuation for a patient onboard Liberia flag vessel Morning Glory-VII suffering from high blood pressure, chest pain and breathing difficulty, in position 94 nautical miles south of Kochi. The vessel was heading for Kochi at about 2055 hrs on 19 Mar 10.

On receipt of the information, MRSC, Kochi established communication with the vessel and confirmed that the vessel was likely to arrive Kochi anchorage at 0100 hrs on 20 Mar 10. Captain Annamalai of M/s Benline Agencies, Chennai intimated that a local agent Mr Raus has been nominated for medical evacuation. MRSC, Kochi contacted the local agent and advised him for arranging immigration/port clearance besides arrangement of CPT tug/boat, hospitalisation, medical officer and ambulance.

MV Morning Glory VII arrived Kochi at about 0030 hrs on 20 Mar 10. The patient was evacuated by local agent at 0130 hrs and admitted in Goutham hospital, Kochi. The condition of patient was reported to be stable.

# NATIONAL MARITIME SEARCH AND RESCUE EXERCISE-2010 (SAREX-10)

The Indian Coast Guard is the National Maritime Search and Rescue coordinating Authority for executing/ coordinating SAR missions in the Indian Search and Rescue Region (ISRR). The Coast Guard SAR response involves multi-mission stations located in all maritime states. Director General Coast Guard is the National Maritime SAR Coordinating Authority (NMSARCA). Conduct of a National level Maritime Search and Rescue exercise every alternate year is a part of NMSAR Board activity to utilize the resource of NMSAR Board member agencies for responding to any SAR incident.

A multi-agency, Maritime Search & Rescue Exercise was conducted at Chennai on 26-27 Mar 10 to test a rescue operation plan to respond to an emergency involving a passenger aircraft Airbus-320 bound for Port Blair which ditched at sea with 146 passengers and 08 crew due to technical snag.

A table top exercise was conducted on 26 Mar 10 at Coast Guard Regional Headquarters at



*"Members and Resource Agencies at Table Top Exercise"*



*"Coast Guard Helicopters engaged in Rescue Operations"*

Chennai. Real time exercise was conducted at Bay of Bengal, off Chennai on 27 Mar 10.

Representatives from National Maritime Board members and resource agencies participated in this exercise. All resource agencies including Indian Navy, Indian Air Force, National Hydrographer, Military Hospital Chennai, Department of Meteorology, Govt. General Hospitals at Chennai and Local civil administration as per the National SAR Plan responded to the SAR mock drill incident at sea in the off Chennai. NMSAR members from all over the country effectively responded in providing their assets for evacuating all the passengers to safety.

The exercise commenced with the activation of COSPAS-SARSAT ELT alert by distressed aircraft. Indian Coast Guard resources along with resources



*"INS Darshak Hospital Ship at Site"*

of member agencies were utilized to evacuate passengers from the datum where the aircraft ditched. The exercise was conducted meticulously with medical team exercising effective patient trauma management system. The exercise was reviewed by Inspector General A Rajasekhar, PTM, TM the Commander Coast Guard Region (East).



*"Participants onboard ICGS Sarang"*

This exercise conducted at sea helped in validating the laid down procedures for emergency response and respond to a mass rescue incident involving a passenger aircraft at sea. The event also exercised the national and local authorities and other emergency services preparedness for a major maritime search and rescue operation for mass rescue operations as per the laid down guidelines of IMO and ICAO. Participating authorities were exercised to test the alerting, mobilization and management of resources for carrying out search and rescue of survivors.

## THE DJIBOUTI CODE OF CONDUCT

The Djibouti Code of Conduct (Code) is the first regional agreement between Arab and African countries against acts of piracy against ships in the Gulf of Aden, the Red Sea and the Western Indian Ocean. It was adopted at the Sub-regional meeting on

maritime security, piracy and armed robbery against ships for Western Indian Ocean, Gulf of Aden and Red Sea States held in Djibouti on 26-29 January 2009 organised by the International Maritime Organization (IMO).

At this meeting, also known as the Djibouti Meeting, attended by 17 States, adopted the following resolutions:

- Resolution 1, on Adoption of a code of conduct concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden;
- Resolution 2, on Technical co-operation and assistance;
- Resolution 3, on Enhancing training in the region; and
- Resolution 4, on Expressions of appreciations.

The Code aims at ensuring co-operation among its signatories for the investigation, arrest and prosecution of pirates; the interdiction and seizure of suspect ships and property on board such ships; the rescue of ships, persons and property subject to piracy and armed robbery; and the conduct of shared operations - both between signatory States and also with navies from outside the region. Signatories to the Code have undertaken to review their national legislation to ensure they have laws in place to criminalize piracy and armed robbery against ships and adequate provisions for the exercise of jurisdiction, conduct of investigations and prosecution of alleged offenders. The Code also provides for the sharing of piracy information, through information sharing centres to be established in Sana'a in Yemen,



Mombasa in Kenya and Dar es Salaam in Tanzania. A training centre is also to be established in Djibouti.

To-date, the Code has been signed by thirteen States, namely, Comoros, Djibouti, Egypt, Ethiopia, Kenya, Madagascar, Maldives, Saudi Arabia, Seychelles, Somalia, Sudan, Tanzania and Yemen. It remains open for signature at IMO Headquarters by other countries in the region.

## **PIRACY AND ARMED ROBBERY AGAINST SHIPS IN WATERS OFF THE COAST OF SOMALIA – TRUST FUND TO SUPPORT THE REPRESSION OF PIRACY**

*- Compiled by Comdt (JG) B Ranjan,  
Deputy Director (SAR)*

In May 2009, Japan announced its intention to support the technical co-operation and capacity building programmes of IMO directed towards the repression of piracy and armed robbery against ships in waters off the coast of Somalia by making a generous financial contribution towards activities aiming at implementing the provisions of the Djibouti Code of conduct and of the other related outcomes of the January 2009 Djibouti Meeting<sup>1</sup>.

In September 2009 and in response to Japan's announcement, the Secretary General of IMO established an ad hoc trust fund [the IMO Djibouti Code of Conduct Trust Fund" (the Fund)], following which Japan transferred in September 2009 the amount of US \$ 13,595,184.00. Since then the Netherlands, Norway and the Republic of Korea made financial contributions to the Fund.

The Fund is a multi-donor voluntary one, to which financial contributions may be made by the member states of the United Nations of IMO, organisations, institutions or private individuals<sup>2</sup>.

The purpose of the Fund is to provide the mechanism for receiving, from interested donors, and for disbursing an accounting for, funds, which are to be provided to IMO for technical co-operation and capacity building activities designed to assist States in the region to implement the provisions of the Djibouti Code of conduct and other related outcomes<sup>3</sup> of the Djibouti Meeting; and to assist States in the region to sign the Djibouti Code of conduct.

States, intergovernmental organizations and non-governmental organisations in consultative status are also encouraged to support the efforts of IMO to combat piracy by providing in-kind support, as has, for example, been done by the ReCAAP-ISC, which has assisted the efforts of IMO by actively participating in or leading the delivery of five capacity building activities during 2008 and 2009<sup>4</sup>.

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<sup>1</sup> Sub-regional meeting on maritime security, piracy and armed robbery against ships for Western Indian Ocean, Gulf of Aden and Red Sea States held in Djibouti from 26-29 January 2009.

<sup>2</sup> Subject to the Guidelines on Cooperation between the United Nations and the Business Community, issued by the Secretary General of the United Nations, available at [www.un.org/partners/business/otherpages/guide.htm](http://www.un.org/partners/business/otherpages/guide.htm)

<sup>3</sup> Refer to resolution 3 on Enhancing training in the region adopted by the Djibouti meeting.

<sup>4</sup> Source IMO and ReCAAP ISC.



## **Safe Waters**

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